

The responses to bidders' inquiries are provided for the bidders' convenience only. In some instances, the question and answer may represent a summary of the matters discussed rather than a word-for-word recitation. The responses may be considered along with all other information furnished to prospective bidders for the purpose of bidding on the project. The availability or use of information provided in the responses to contractors' inquiries is not to be construed in any way as a waiver of the provisions of Section 2-1.03 of the Standard Specifications or any other provision of the contract, the plans, Standard Specifications or Special Provisions, nor to excuse the contractor from full compliance with those contract requirements. Bidders are cautioned that subsequent responses or contract addenda may affect or vary a response previously given. Inquiries along with responses may be posted at the website only when the inquiries are submitted in any of the acceptable manner prescribed under the Notice to the Contractors and when the responses have already been communicated to the individual inquirers. Bidders' inquiries received over the phone must be followed-up and submitted in writing for an official response.

The Bidders' inquiries and Responses may be updated from time to time and bidders are enjoined to check the website regularly and immediately prior to the scheduled bid opening.

Caltrans District 8 Office is located at 464 W. Fourth Street, San Bernardino, CA 92401-1400.

Send Contractor Inquiries via email to [d8\\_pbi@dot.ca.gov](mailto:d8_pbi@dot.ca.gov)

The mailing address is 655 2<sup>nd</sup> Street, San Bernardino, CA 92402.

Phone (909) 383-4050

Fax (909) 383-6739.

**All inquiries must include the contract number.**

08-0C0704	
Inquiry No.	Inquiry/Response
1.0	<p>Sign Details indicate Type X1 Post. Should this be Type 1X Post?</p> <p><b>Response: Sign Detail is 1X Not X1.</b></p>
2.0	<p>There are no contour grading plans provided. We need these to figure out earthwork quantities.</p> <p><b>Response: Contour grading would be needed if embankment shapes are variable, warped or complex. Earthwork quantity calculations could be done by use of x-sections.</b></p>
2.1	<p>On page 110 of special provision, It says that we can get the cross sections for this job from district office at San Bernardino. We went down there but could get a hold on anyone that can provide us cross section. We also try to call district office and left messages, but didn't get any response yet. Please advise.</p> <p><b>Response: Electronic file of x-sections are available upon request. Request can be made via email to <a href="mailto:d8_pbi@dot.ca.gov">d8_pbi@dot.ca.gov</a>. Hard copy of x-sections are available for review at District Office.</b></p>
3.0	<p>Project plans do not show the installation of tie bars, dowel baskets or tie bar baskets. Please clarify.</p> <p><b>Response: See Standard Plan List on Page V of the Special Provisions.</b></p>
4.0	<p>If compression seal is required what type and size is required. And will it pay under the seal joint item, No. 32?</p> <p><b>Response: Liquid Joint Seal is specified in the Special Provision, for detail see Standard Plan P20. Yes; installation of the joint seals would be paid for under Item No. 32.</b></p>
4.1	<p>If compression seal is required, is it designated to be installed at the longitudinal joint (s)?</p> <p><b>Response: Liquid Joint Seal is specified in the Special Provision. See Standard Plan P18 for Joint detail.</b></p>
5.0	<p>Project plans do not clarify where the pavement grinding will take place other than limits of Sta. 75+90 to 80+65. The amount of corrective grinding cannot be determined for this work until a profilograph test is performed. Please clarify.</p> <p><b>Interpretation_1: Assuming that the existing width and length depicted of the no. 4 lane is the required location for grinding, it is impossible to determine how much grinding will be required to bring the final finished surface to acceptable specified tolerances. It should not be left to the Contractor to correct the surface at his expense.</b></p>

	<p>Response: Grinding and profilograph are required as per Special Provision. Grinding is proposed for lane # 4. (A note will be added in an addendum to clarify the location.) Grinding to be preformed per Special Provisions.</p>
6.0	<p>Sign A and Sign B show a type XI post. Where ae the details for this type of post?</p> <p>Interpretation_1: Incorrect post type - issue an addendum making correction</p> <p>Response: Sign A and Sign B should show Type 1X post and addendum will be issued to clarify.</p>
7.0	<p>SIGN DETAILS INDICATE TYPE X1 POST</p> <p>Interpretation_1: SHOULD THIS BE TYPE 1X POST?</p> <p>Response: Yes it should be Type 1X post. (and addendum will be issued to clarify.)</p>
7.1	<p>WHICH STANDARD DRAWING IS TO BE USED?</p> <p>Response: Use standard drawing for 1X post.</p>
8.0	<p>Define the location and limits for concrete pavement grinding (bid item # 35)?</p> <p>Response: Location is in lane # 4. Addendum will be issued to clarify the location. Limits are show in the plans.</p>
8.1	<p>Define the area and location for spalled joints(bid item # 34)?</p> <p>Response: Spalled joints to be identified during the construction and repair as directed by the Engineer.</p>
9.0	<p>Why is the unit of measure not listed as 'M2'?</p> <p>Response: Unit of measure should be M2 and addendum was issued in this regard.</p>
9.1	<p>Why are the sign locations listed for removal also included in the list for 'new sign panels'?</p> <p>Response: We are replacing those sign because they are too old.</p>
9.2	<p>Are sign numbers 5, 6, 9, 11, &amp; 12 new sin installations, and if so, how are they paid?</p> <p>Response: Yes they are new signs and addendum was issued in regards to installation.</p>
10.0	<p>Section 10-1.26 of the special conditions says that the works will consist of repairs from spalled areas "shown on the plan." There are no locations shown on t he plans. Can you please provide the locations?</p> <p>Response: "shown on the plans" should have been deleted from Special Provision. Spalled joints to be identified during the construction and repair as directed by the Engineer.</p>
10.1	<p>Section 10-1.27 has the same issue. It mentions locations "as shown on the plans," but there are no locations shown on the plans. Please provide locations.</p> <p>Response: "shown on the plans" should have been deleted from Special Provision. Grinding is proposed for lane # 4. (Addendum is issued to clarify and show the location for grinding.)</p>
11.0	<p>It appears that tie bars are to be to be installed to tie the existing adjacent freeway lane to the new constructed lane. However page 172 of the same Special Provisions, CONSTRUCTION LONGITUDINAL ISOLATION JOINTS, requires that the existing pavement shall be saw cut to the full depth of the existing concrete pavement to produce a flat vertical face. Continuing, prior to placing concrete , a joint filler material shall be placed as shown on the plans, (not on plans). This method would contradict the initial requirement of tie bars insertions. Please clarify.</p> <p>Response: Longitudinal isolation joints are to be constructed between existing and new Portland cement concrete (PCC) pavement lanes, as shown in Caltrans Standard Drawings P1 and P18. Tie Bars are not to be installed between existing and new lanes.</p>

12.0	<p>Is there an addendum going to be issued for this project addressing bidder's questions? There is mention of one in the online question and answer section.</p> <p>Response: Addendum No.1 was issued on October 27, 2006. It can be reviewed on the web site <a href="http://www.dot.ca.gov/oe/">www.dot.ca.gov/oe/</a></p>
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**NOTE: PLEASE NOTE THAT WORDING IN GREEN COLOR MEANS THAT THEY ARE WORDS TO BE DELETED FROM THE ORIGINAL RESPONSE. SORRY FOR THE INCONVENIENCE.**